The Duke Wonders About a Lot See Page 2

MOTOR RACING

Vol. 1—No. 1 2 Los Angeles, Calif. Friday, October 21, 1955

35,000 FANS DUE FOR 2-DAY TORREY PINES ROAD RACES

See Page 1

PAYS TO WIN—Here's the reigning sensation in the sports car world today—and that includes the entire U.S.—Ernie McAfee, Beverly Hills. He has won the last three CSCC big-bore main events. —two at Santa Barbara, another at Hansen Dam. And he's a hot choice again Sunday at Torrey in the over-1500, going in either Bill Doheny's famed 3-liter Ferrari Monza or a 4412cc 6-cylinder Ferrari. He drives the little Moretti in Saturday's enduro. Here he reaps part of his reward from Actress Jeannie Baird for one of his Santa Barbara victories. Lester Nehamkin

Lauring Airs Pro-Amateur Beef See Page 4

MOTOR RACING
Friday, Oct. 21, 1955
Vol. I—No. I Los Angeles, California

CSCC Races Oct. 22-23

★★★★★★★★★★★★★★★★★★★★★★★★★★

CORKING FIELD SET FOR TORREY PINES

By Lester Nehamkin

TORREY PINES State Park, located just north of San Diego, becomes the mecca of sports car enthusiasts from all over the country and Mexico, too, when the California Sports Car Club and San Diego Junior Chamber of Commerce stage a two-day race program there Saturday and Sunday, Oct. 22 and 23.

Nearly 200 sports cars of every known make and model will compete in the week-end program which starts off Saturday 11 a.m., with the nationally-famous six-hour endurance race. This enduro kicks off with a Le Mans type of start, with the drivers running to their mounts, fastening their safety belt, starting the engine and bursting off down the straight.

Some 35,000 fans should see the two-day program. Last year 60 cars started and only 28 finished the gruelling grind. The pilots had circled the 2.7-mile nine-turn course 139 times during the six hours. All of the cars had to make at least one pit stop and many made two and three during the 375 miles covered by the sportsters.

This year 64 cars and eight reserves are entered—close to the original objective of 70 starters and five reserves.

Since Mobilgas products are used wherever speed and endurance require the utmost in per-

(Continued on Page 2, Cols. 1-2)

NAMES and CARS

Complete Entries

Turn to the center spread of this issue of MOTORACING for complete entries of this week-end's two-day program of road races at Torrey Pines, under the banner of California Sports Car Club and the San Diego Junior Chamber of Commerce.

Entries are listed for the six-hour endurance race on Saturday, Oct. 22, and the full program of six races on the following day.

And in adjoining columns is the latest news of the CSCC, biggest independent sports car club in the country.

Here's a dish really worth racing for, no?

PLEASE CHECK the interesting photograph immediately to the right of this column, taken by one of **MOTORACING'S** staff photographers, Dave Davidson (the lucky stiff!).

There, for you to drool, is lovely, auburn-haired Joyce Winfield, versatile (!) 21-year-old actress—"Miss Pimms."

Alongside one of those spiffy, economical French Renaults Joyce displays the pewter Pimm's Cup Premier Award which she will present to the first-place over-all winner of the six-hour endurance race Saturday, Oct. 22, at Torrey Pines.

The Pimm's Cup Trophy has been a coveted award in this country in various segments of the sports field.

It made its debut in the U.S. at the National Outdoor Tennis Tournaments held in Palm Springs in 1949-50-51.

Recently Pimm's entered the racing car field with an award presented at the All-Florida Stock Car Races. Torrey Pines is Pimm's bow in the sports car field.

Chairmen Joe Weissman and Ray Frug, announces that class awards will be made in the enduro in both production and modified categories, plus 1st, 2nd and 3rd places, overall, in Index of Performance.

But how about some facts on Miss Winfield, an ardent sports car enthusiast who is anxious to drive a red Jag.

In the usual, interesting order she stacks up 35-23-34 1-2, which ain't

(Cont. on Page 7, Col. 3)

In addition to the Pimm's Cup, the sponsoring California Sports Car Club, through Race

LOCAL RACE CARD SET NOV. 12-13

SPORTS CAR CLUB of America has scheduled what it terms a National race in Los Angeles Nov. 12 and 13. This makes up for a race previously held at March Air Force Base. Latest SCCA races will be held at Grand Central Air Terminal in Glendale. This race is expected to draw a top national and international field.

Turnout this year should be the greatest; drivers from a number of states are expected to race.

Local drivers who plan to race are requested to call Mike Hamilton, HO. 9-0181. The entry list is limited.

Talk around the town is that the rival California Sports Car Club was really caught napping to allow the junior outfit to move in on this site.

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MOTORACING IN SO. CALIF. DEBUT

THIS IS the first issue of **MOTORACING** — and we hope you like it and succeeding issues.

We hope eventually to embrace all motor sports.

For the present, the emphasis will be in the fantastically - expanding sports car field—racing, rallies, gymkhanas and allied activities.

The sport of road racing has grown at such a phenomenal pace in Southern California during the last two years that it demands coverage—good, regular news coverage.

At the start, **MOTORACING** will be published biweekly. Thus **MOTORACING** will proceed slowly and firmly.

Then, as public acceptance grows from the vast following of motor sports, **MOTORACING** will go weekly.

Look for **MOTORACING** at your sports car clubs, sports car dealers, repair shops, or write to 8826 Sunset Blvd., Los Angeles 46. The phone is CRestview 6-7165.

In This Issue Of Motoracing

1—SMASH FIELD set for CSCC road races at Torrey Pines, Saturday and Sunday, Oct. 22-23 . . . Beauteous Joyce Winfield presents Pimm's Cup Award for endurance race winner . . . SCCA plans road races at Grand Central Airport, Glendale, Nov. 12-13.

2—Sports Car-toon by Bill Harmer . . . The Duke Wonders—poop, gripes and rumors . . . Peace and Quiet, by Jim Mourning.

3—VIGNETTES, by Gus V. Vignolle . . . Detailed map of Torrey Pines race course . . . Otto Zipper gives the Press a hand.

4-5—Complete Torrey Pines race entries for both days . . . The Checkered Flag, by Art Lauring, Los Angeles Times Columnist . . . California Sports Car Club News.

6—Bench Racing, by Gresvick Von Kneissel.

7—What's a Rallye?, by Buzz De Bardas . . . A Look at the Sport, by Jim Mourning.

— PEACE AND QUIET —

By Jim Mourning

I AM SITTING on the front porch looking at those girls wearing corsets in the Sears-Roebuck catalogue the other day when Harry Hubcap pulls up in front of the house in a new Morgan. Now this is a very startling turn of events, since Harry has always had a very strong attachment for a TC which he buys just before he gets married. Naturally, I open the conversation on a questioning note.

"What happened to the TC, Harry?" I ask.

"I sacrificed it to a good cause," says he.

What cause?" I fired back.

"Cause I wanted some peace and quiet," he retorts.

And then he gives me the details. It seems that ever since he has tied the knot, some months back, his wife has developed an increasing habit of letting her jaw flap at him every time he turns around. At first he lets it go, being newly married and all, but one day he decides that if this state of affairs is ever going to be stopped, it's going to have to be before the habit gets too firm a hold on his wife's vocal chords.

THEY TAKE A SPIN

Now Harry is normally a very conscientious soul when it comes to taking care of his car, but the next time he knows his spark plugs are about shot he invites his bride for a Sunday afternoon spin instead of replacing them the way he would have normally. So they go for this ride and Harry crowds the car harder and harder until at last the plugs begin to miss.

"That's once," he says, backing off the throttle a bit.

His wife don't say anything; just gives him a funny look. Pretty soon he's pushing it hard again and once more the plugs cut out.

"That's twice," he says without twitching a muscle.

This time his wife gives him a real dirty frown, but when he ignores it she don't say anything. First thing you know those old plugs cut out again.

"That's three times," he says.

Then, without batting an eye, he gets out of the car, gets a tire iron from behind the seat and proceeds to demolish the car. Busts in the grill, smashes the windshield, hammers dents into the hood and winds up by knocking all the spokes out on one wire wheel. When he's finished, he just stands there gazing thoughtfully at the wreckage.

Of course, his wife comes out of the car like a Ferrari taking off from a stop light. She really winds up and starts letting him have what-for about how he's acting like a fool and about what she thinks of one thing and another. Harry lets her go on for a couple of minutes and then he looks her straight in the eye.

QUIET FOR GOOD

"That's once," he says.

And he hasn't heard one peep out of her since. Of course, I admit it's rather an expensive way of teaching a wife a lesson, but a man's got to have his peace and quiet—regardless of the cost.

ALL ROADS LEAD TO TORREY

(Continued from Page 1)

formance, the CSCC has invited the General Petroleum Corp. to furnish the approximately 4000 gallons of Mobilgas Special and the 500 gallons of oil that will be consumed during the running of this interesting program of sports car jousting.

Ferraris should dominate the racing card in the Sunday feature as seven of these potent bombs are entered, the most powerful of which is John Edgar's 4.9 Mexico Spyder going in the Class C competition, with affable Jack McAfee listed as pilot.

For the six-hour Saturday enduro, J. McAfee drives Edgar's Porsche "550" Spyder in Class F.

Three main event winner Ernie McAfee goes after his fourth straight in a Bill Doheny Ferrari. This time he will be in the seat of either the famous No. 76, the 2.9 Monza Ferrari, or the brand new (created especially for the Mexican Road Race) 4.4 Italian six-cylinder Ferrari.

Also piloting these famed sports machines will be Terry Hall, Temple Buell, Lou Brero and Gary Laughlin, who will come from Ft. Worth to compete.

Center of much interest in the small car field will be the four 1956 Model A MGs. These little 1489 speedsters will be driven by Jim Parkinson, E. Forbes-Robinson, Ken Miles, and Jerry Conroe of San Diego. Miles is teamed with Cy Yedor in the enduro—and they'll be tough.

Two more new cars bearing watching are the Lotus Coventry Climax, a 1098 cc class G entrant and the Swedish sports car, the Volvo Sedan, a 1414 cc class F speedster to be driven by Ron Pearson of North Hollywood.

Three of the Continent's plush cars, the Mercedes, also vie for honors. Lance Reventlow and Bruce Kessler of Hollywood share driving time in Reventlow's new 300-SL sedan. Phil Hill and Paul O'Shea share time behind the wheel of George Tilp's 300-SL which is coming all the way from Union N. J. This last combo is one of the hot favorites in the six-hour.

How will it perform against hot cars on a tricky course? This question and many others will be answered by Sunday sundown regarding the capabilities of the newest import, the Mercedes 190 SL entered by Nick Pastor of South Gate and driven by veteran racer, Ed Kretz, Sr., of Monterey Park. He will also compete in the swift No. 149, Pastor's renowned hot TR-2 roadster.

Completely overhauled since it won the Index of Performance in the last six-hour race in November, 1954, and trying for a repeat this year will be Ernie McAfee's Moretti roadster.

Renaults, Porsches, Citroens, Lancias, a Frazer Nash, a D.K.W. and many other cars compete Sunday for honors over the winding, twisting, turning seashore course. Small sedans were excluded from the enduro.

Most powerful of the many special creations is Bill Murphy's new Buick-Kurtis roadster.

Another tough threat is due to be Chuck Daigh of Long Beach in the rapid Troutman-Barnes Mercury-powered Special. A new special has been readied for this race by Joe Rosan of Newport Beach. It's the Bohman-built Rosan Engineering Special on Maserati running gear powered with a 1998 cc Bristol engine.

Sports Car-Toon ★ ★ ★

By Bill Harmer

"O.K., give me the 10 bucks. I bet you we wouldn't make this corner."

MOTORACING

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Dave Davidson, Lester Nehamkin..Staff Photographers
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Torrey Pines Schedule

SATURDAY—Practice in the morning. Six-hour race at 11 A.M.

SUNDAY—Practice in the morning. Racing at noon. 1. Production cars up to 1500cc, 30 mins.; 2. Production cars over 1500cc, 30 mins.; 3. Women's race, 20 mins.; 4. Modified cars up to 1500cc, 1 hour; 5, Formula Libre and Formula III, 20 mins.; 6. Modified cars over 1500cc, 1 hour.

THE DUKE WONDERS . . .

WHEN PEOPLE who have business in the pits are going to be able to tend to it without wading through hordes of sightseers, friends of officials and children.

★ ★ ★

When legitimate press photographers are going to be able to shoot the races without battling the growing throng of Box Brownie enthusiasts.

★ ★ ★

When production car races are going to stop being the laughing stock races and are set up so that actual production cars have a chance.

★ ★ ★

When that oft-discussed "modified stock" class will make its appearance.

★ ★ ★

When the "gentlemen's" sport is going to weed out some of the chronic trouble makers and hard losers who are anything but gentlemen.

★ ★ ★

If Detroit will follows its latest trend to its natural conclusion and come out with a sports model truck.

★ ★ ★

If a certain race official will ever get around to driving a sports car.

★ ★ ★

Just how a competition model and a regular model of the same car can both compete in a production car race.

★ ★ ★

Why only one local distributor demands that the technical committee buy a manual for $125 if they want to know the specs for his cars.

★ ★ ★

When we'll be able to break the news about one of the greatest tracks ever planned on the West Coast.

★ ★ ★

Why some of the people who want to know what happened to charity's money after the Hansen Dam race don't check the expenses racked up by the foundation officials in the face of constant disapproval.

★ ★ ★

If there'll ever be another race at Torrey Pines.

★ ★ ★

What the SCCA thinks about the CSCC taking over two racing sites that were previously their private domain.

★ ★ ★

If Bermuda shorts will be in style by the next Santa Barbara race.

Calendar of Events

Oct. 26—VICTORY BANQUET—Torrey Pines race—CALIFORNIA SPORTS CAR CLUB, Fox Hills Country Club, Culver City, Calif.

Oct. 29—Sacramento Road Races, S.C.C.A.

NOVEMBER 12-13—1st Nat'l Grand Central Road Race—S.C.C.A.—Los Angeles.

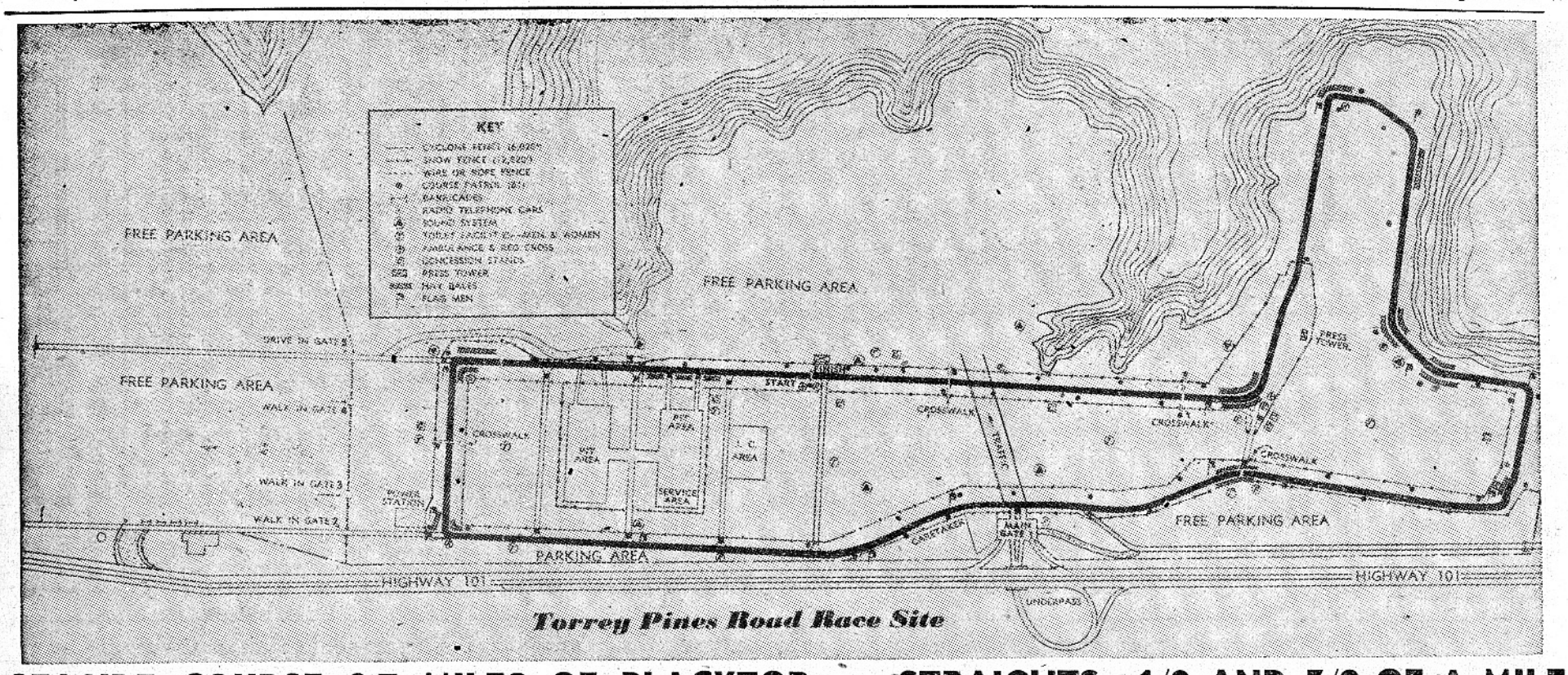
Nov. 16.—DINNER MEETING, CALIFORNIA SPORTS CAR CLUB.

Nov. 26-27—Tour Des Anges Rally, MG Car Club of America.

DECEMBER 3-4—9th RUNNING PALM SPRINGS ROAD RACES—CALIFORNIA SPORTS CAR CLUB.

Dec. 5-11—Nassau Speed Week, Bahamas Automobile Club.

Dec. 21—DINNER MEETING, CALIFORNIA SPORTS CAR CLUB.



Torrey Pines Road Race Site

SEASIDE COURSE 2.7 MILES OF BLACKTOP . . . STRAIGHTS: 1/2 AND 5/8 OF A MILE

● Vignettes

★ ★ ★

CHEERS FOR ADVERTISERS . . . SAFETY TIP GIVEN . . . AND NOW THERE'S A BEEF . . .

—by Gus V. Vignolle—

AS I WAS saying when I was so rudely interrupted, we have got to get rid of the garbage bears in Yosemite, louse up the mortuary trust by campaigning for burial at sea, and put this sterling publication over the top.

The way road racing has burgeoned, there is a crying need for such a paper. It is our sincere hope that you will like MOTORACING, that you will pass it on to friends who are in the whirl and that you support the advertisers who make the paper possible.

This edition was cooked up in great haste. For that reason, many [illegible] bull—potential advertisers never was coming on turmoil preceding presstime, it was impossible to line them up, make-up their copy, etc. That is unfortunate. It is rugged because it is good scratch right out the window. However, for the next issue the line forms to the right.

At this time kudos to the initial advertisers—Johnny L. Green, Jr., at Renault; Johnny Williamson at Williamson Motors; Nick Pastor, who handles just about everything in sports cars; Otto Zipper at Precision Motor Cars; Bob Woods, that top repair and modification man, and Dick McEntyre, the General Petroleum official who keeps that Mobilgas Red Horse flying high, wide and handsome.

More than one guy has a beef about something or other in this dodge. Now here's your chance to air them. Get it off your chest. A Letters-to-the-Editor column starts in the next issue. Send 'em in. Also suggestions on how to improve MOTORACING.

★ ★ ★

FINE SAFETY RECOMMENDATION

It is good to hear the CSCC Board of Governors is suggesting and encouraging the use of the following safety measures for the benefit of drivers:

1) Race in garments that cover the body completely, and forget wearing shorts.

2) Wear apparel that is flameproof.

Re the latter, there is an outfit, named Hindman Flame-Proofing Service (state-approved and registered), which has come up with a home-method solution that should interest a lot of speedsters.

It is composed of one pound of boric acid, two pounds of borax (either crystal or powder) and one cupful of sulphate of ammonia. Mix all into 1½ gallons of warm water. Immerse the garment. You can iron it, but it will not be effective after laundering.

Although this seals the pores of the garment, it is not completely foolproof, yet is a tremendous help when those flames break out. Such well-known drivers as Sam Hanks and Cal Niday recommend this procedure highly.

Of course, if you want complete effectiveness, then contact this Hindman firm (on whose payroll we are not!).

★ ★ ★

HOLLER BY SMALL SEDAN OWNERS

Terrific beef over banning the little sedans from the Torrey enduro. Cried the beefers: "In the interest of safety? Bah! Check the record of the little sedans. Pay an entry fee and go all the way down there just to race for a half-hour on Sunday? Nope. But a beat-up MG can compete in two or three races. Enough to make a guy want to turn pro on the spot!"

★ ★ ★

The loss of Jimmy Dean was a crusher. This writer knew him personally, and more than once Jimmy went out of his way to oblige and be nice while being interviewed and photographed and while just shooting the breeze. And he had gone such a long way in just a few races.

He'll be missed—and especially by two little girls we know—Zaz and Susie.

(Continued on Page 7, Cols. 3-4)

Lester Nehamkin

OTTO ZIPPER of Precision Motors in Beverly Hills (Volkswagens-Porsches), is a man right after the heart of the working racing writers who will cover the Torrey Pines speedfests Saturday and Sunday (Oct. 22-23). He is at the wheel of this Volkswagen Microbus, which he has provided for the WORKING press. Inside are typewriters, tape recorders and storage space for use of newsmen and photographers.

Lester Nehamkin

HALL TO LEAVE

Terry Hall, who performed so nicely in his Mercedes 300SL at Santa Barbara, may leave for Europe on an ice skating tour.

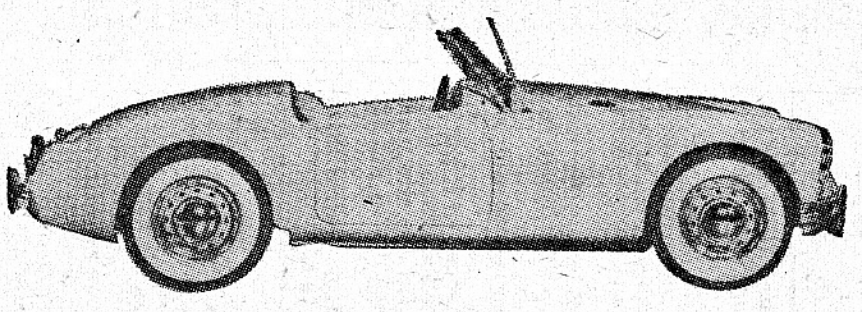
LA JOLLAN HOTEL RACING HQ.

Race headquarters for Torrey Pines races is the La Jollan Hotel in La Jolla.

JAG FOR LOZANO

Ignacio Lozano is the proud possessor of a new Jaguar XK 120MC. His old Jag certainly made a fine smoke-screen at the last race.

1956 MG-A



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• CSCC News

★ ★ ★

Membership Soars to 1,026 . . . Next Dinner Meeting October 26

CALIFORNIA SPORTS CAR CLUB, INC., 4949 HOLLYWOOD BLVD., HOLLYWOOD 27, CALIF., Volume 4, Number 9. September, 1955.

MEMBERSHIP—As Cal Howard's Mr. Beittlebome said on the cover of the June issue, "this thing is really getting hot"—By counting all the blue slips received this month we have arrived at the world shaking figure of 1,026 enthusiasts. A hefty welcome one and all.

NEXT DINNER MEETING—October 26, 1955. Place: Fox Hills Country Club, 5800 Slauson Ave., Culver City, Calif. Time: 7:30 P.M.—Cocktails. 8:00 P.M.—Dinner

PRICE: $3.50 (Inc. tax & tip). For reservations call No. 1-3312 or OR 8-7527.

And this is it, the Torrey Pines Victory Banquet, so it will be a must on all calendars. Not only will you have a chance to do the usual chit-chatting, but you can offer your congratulations and-or sympathies to those staunch Club member who put the "S" in Sports car racing.

The entertainment will be film furnished by **Carlyle Blackwell, Jr.** We don't know as yet what film will be shown, but with Carlyle putting on the show it will be, as usual, something to look forward to.

Don Russell was completely shocked and a little confused when **Ray Frug** presented him with an engraved plaque and congratulated him on being our 1,000th member. Everybody agrees that it couldn't have happened to a nicer person.

Sam Hanks with his wit, movies and narration had some of our, I never laugh I just smile, members actually giggling, so you know that when we say he did a terrific job we really mean it. Sam did, however, put one serious suggestion forth to all competitors and that was the use of a Borax solution for fire proofing garments. The formula for the solution will be available at Technical Inspection. The film for the most part was of Sam driving at Indianapolis and other well known Eastern tracks, talk about action, this film had it with a capital A.

Other films seen-are those taken at the recent Santa Barbara race by **Carlyle Blackwell, Jr., Joe Smith** and **Bill Doheny.** They all really out did themselves in capturing the color and action of both days. Not forgetting, of course, **Leota Stevens'** historical coverage of the aforementioned antics of the Thunderd, as well as Carylye's never to be forgotten Sandergerb Hill Climb, which brought back many a memory to the older members. And, last but not least was the General Petroleum film of the big "500" race at Indianapolis held last May. All in all, and to repeat ourselves, it was great. Thanks to all contributing people.

BOARD OF GOVERNORS MEETING—The following is a brief resume of the September 29th meeting hel dat the Club office.

The first part of the meeting was devoted to drivers whose conduct and driving practices at the recent Santa Barbara race are being questioned by the Contest Board. The men had been invited to the Board of Governors meeting so all sides of each case could be reviewed before definite action was taken.

Motorama, which is to be held October 14th to the 23rd was discussed and **Wes Cooper** has been placed in charge. Also, **Joe Weissman** stated that he hoped to have a Mercedes 190, Siata, and an Arnolt-Bristol. The volunteers asked for in the last issue came through with flying colors, but several more are needed to round out the schedule. The most critical time, however, seems to be the race week-end, October 22nd and 23rd, so, if you can't quite make the Torrey Pines "GO," we would appreciate your donating a couple of hourse on either of these days.

It was decided that the assignment of Pit areas for the 6 hour race would be according to preference and convenience, but the line up for the Le Mans start would be, as originally planned, according to class.

It was suggested by several members of the Board that the formula for the fireproof mixture used on clothing be made available to all entrants of the forthcoming race, as well as the request that they wear clothing that covers their entire body such as Coveralls, etc.

Due to the fact that space in the last Club News was at a premium, we did not print the complete information pertaining to the protests resulting from the Santa Barbara race. We, therefore, take this opportunity to give you this in its entirety.

Car No. 118—Jean Pierre Kunstle—Protested as not being stock by Ruby Vincent and Messrs. Oker, Frincheboy, Drake, Lumkin, Conklin.

Car No. 118, a Porsche Super Speedster driven by J. P. Kunstle, was disassembled at Jack McAfee Motors, Sherman Oaks, California on September 7, 1955.

The car was sealed at the track by representatives of the California Sports Car Club by means of a wire and seal preventing the back deck being opened.

The car was disassembled by Sonny Williams, McAfee's first mechanic, with Jack McAfee (a Porsche-VW dealer), Mr. Kunstle, Don Horch (factory representative from Porsche) and Henry Manney (representative of the California Sports Car Club) all present.

The engine appeared stock and untouched; the intake ports, for instance, not even being matched to the intake manifold. The camshaft was different from another super camshaft that McAfee had in stock to the extent of having twenty thousandths more lift and thirty-seven thousandths wider at the flank. However, Mr. Horch explained that this was a new camshaft which went with the 3 piece crankshaft engine and had another camshaft bearing the same part number (539.05.105) brought up from Competition Motors which proved identical. The engine number of this car is P 41196.

Car No. 50—Ken Miles—Protested by John von Neumann because of an alleged push start.

TO: California Sports Car Club—Board of Governors—September 7, 1955

Enclosed you will find photostatic copies of excerpts of the Western Conference Rules including the Code Sportif of the F.I.A., pertaining to "self starters" of vehicles in competition. These rules which are endorsed by your organization show definitely the validity of my protest of September 4, 1955.

Inasmuch as I was required to formally protest in writing and deposit a $25 fee, your organization should also reply formally in writing stating why this protest was ignored or apparently disallowed.

Furthermore, through your action of not allowing a perfectly legitimate protest on my part, I was discriminated against, therefore damaging my reputation and subjecting me to ridicule.

I request an immediate reply pertaining to the above matter or I shall be forced to take further action.

Signed: John von Neumann.

* * *

To: California Sports Car Club—Board of Governors—September 9, 1955

Appeal is hereby made relative to the decision of the race judges, pertaining to our protest of September 4, 1955. Inasmuch as the facts of the case, as substantiated by the rules and witnesses, prove decisively the validity of the protest, it can only be assumed that the judges were in error.

1. Judges themselves were not aware of the rules at the time any decision was rendered.

2. Only one of the parties involved in the protest was permitted to appear before the judges, thereby pleading only one side of the case.

3. Statements of the judges themselves, relative to the case, indicate that personalities may have entered into the decision, rather than the actual merits of the protest.

I would further like to point out that in accordance with the rules it is not only the right of the judges to decide on a matter of this kind, but it is also their duty to enforce the regulations as set forth. If any of the rules and regulations which I have submitted to you earlier were supplemented or changed for this event, then such changes would have to have been published in the invitation for the particular race, or announced at the drivers meeting.

I request therefore, a review of the case based on the facts as put forth in the rules previously submitted to you.

Signed—"John von Neumann."

* * *

TO: John von Neumann—September 13, 1955.

Upon receipt of your protest filed at the Santa Barbara Road Races concerning the alleged push-start of Car No. 50, and your further question concerning the decision of the race judges relating to your protest, it is plainly stated in the entry blank that the decision of the race judges shall be final; however, because of the difference in possible interpretation of the Western Conference rules, we wish to clarify and make public this issue against the time that it might arise once again.

The true test of laws and regulations, as every judge will tell you, is not the letter but the intent. The regulations of the genera-

(Continued on Page 6, Columns 1-2)

— Torrey Pines R

FOR SATURD

Entrant — Driver

Tilp, Geo. - Hill, Phil - O'shea, Paul
Yarter, Ned - Hoppe, Dr. H. C.
Friedauer, Bill
Bucklers, Erick - Ginther, Richie
Berry, Paul - Willett, Robert - Dort, Jack
Van Beuren, Fred
Orr, James
Blackwell, Carlyle Jr.
Reventlow, Lance - Kessler, Bruce
Barker, Ed - Drake, Bob
Gough, P. G. - Miles, Ken - Yedor, Cy
Lumkin, J. E. - Snider, J. E.
Dredge, Steve - Dredge, Bill
Duff, Jack - Parker, F. E.
Will, Robert - Wilcox, Art
McEachen, Dr. J. A.
Raville, Clarence - Ferrell, John W.
Morgensen, R. L.
Murphy, Bill - Stroppe, Bill
Buell, Temple
Dillaway, George - Drake, Bob
Woodard, Fred - Erb, Harold
Knowe, Bill - Pierson, Thomas
Douglas, Jack - Pickford, Bill
Savin, Ed - Aker, Bob
Gough, P. G. - Pringle, William - Jackson-Moore, Roy
Lozano, Ignacio - Chamberlain, Jay
Spencer, J. Lewis - Peterson, Ralph
Qvale, Kiell - Gillespie Brero, Louis
Hall, Terry
Downey, Bob - Woods, Pearce
Huddleston, Rex - Rosenthal, George
McAfee, Ernie
Gough, P. E. -Forbes-Robinson, E. - Hanford, Harry
Edgar, John - McAfee, Jack - Jones, Harry
Parsons, Reg - Mourning, Jim
Johnson, Dale
Patterson, Dean W.
Boyd, Dr. Edward - DeOlivera, Hank
Mayer, Harvey
Betes, Manuel
Evans, Art
Lancaster, Chet - Long, Tony
Scott, Wm. A. - Scott, Linda
Rowley, Wm. N. - Bashor, Merles S.
Butler, Hal - Dillaway, Geo.
Cleaver, Frank - Robinson, John
Mullin, Stan - Manney, Henry
Menefee, Bob - Curland, Mel
Feuerhelm, D. R.
Ives, Ennals W.
Piercy, Robert - Stone, Walt
Dredge, Bill - Dredge, Steve
Playan, Marion - Mauser, Bob
Jamieson, Tommy - Eschrich, Dr. Wm.
Gough, P. G. - Parkinson, Jim - Brigham
Harris, James C. - Evans, Harrison
Aardvark, Menagerie - Porter, John
Roberts, Don O. - Gebhart, Arthur F.
Seage, Richard M. - Varnum, Frank
Buell, Temple - Collins, Dabney
Crouzet, Francois - Kite, Harry A.
Williamson, John - McLaughlin
Wilcox, Art - Will, Bob
Bicknell, Ralph - Smith Colin W.
Buell, Temple - Radinsky, Dave

FOR SUNDAY'S

Bamford, Tom
Tilp, Geo.; Hill, Phil; O'Shea, Paul
Kessler, Bruce
Jones, Harry
Yarter, Ned H. and Hoppe H. C. Dr.
Feuerhelm, Duane R.
Wheeler, Howard L.
Kagan, Myron E.
Friedauer, Bill
Sawyer, Robert H.; Pat Sawyer
Bucklers, Erich
Cleye, Rudy W.
Berry, Paul - Willett, Robert - Dort, Jack
Burnap, Arkell
Tebben, Charles John; Mike Murphy
Van Beuren, Fred T.
Orr, James A.
Blackwell, Carlyle
Lachman, Georges A.
Gussenbauer, Wm.; Murphy, Bob
Reventlow, Lance; Kessler, Bruce
Tebben, Charles John; Shaw, Clark
Barker, Ed; Drake, Bob
Gough, P.G.; Miles, Kenneth H.; Yedor, Cy
Lumkin, J. E.; Snider, John E.
Carpenter, Gerald — Fiberg
Dredge, Steve - Dredge, Bill
Laughlin, Gary B. - Mayer, Harvey
Turner, Bruce
Flynn, Lee F.
Holbrook, Robert K.
Siakooles, Echo Mrs. - Frazier Lloyd M.
Scholtes, Rod
Sutton, George E.
Duff, Jack - Parker, F.E.
Will, Robert - Wilcox, Art
Karrel, Gordon
Conroe, G. F. (Jerry)
Poe, Elvin D. - Poe, Yvonne
McEachen, J.A. Dr.
Raville, Clarence - Ferrell, John . Jr.
Winters, Dr. Paul
Morgensen, R. C.
Murpdy, Bill - Stroppe, Bill
Buell, Temple
Dillaway, George - Drake, Bob
Miles, Ken
Woodward, Fred Erb, Harold
Knowe, Bill - Pierson, Thomas
Douglas, Jack - Pickford, Bill
Freufel, Ed Jr. - Monise, Frank
McHenry, Troy A. Dr.
Turner, W. R.
Savin, Ed - Oker, Bob
Brigham, Robert
Gough, P.G. - Pringle, Wm. B. - Jackson-Moore, Roy
Lozano, Ignacio - Chamberlain, Jay
Gage, Raymond B. - McLaughlin, John
Spencer II, Lewis J. - Peterson, Ralph
Qvale, Kjell - Brero, L. - Gillespie, R.G.
Hall, Terry
VanLaw, Pete
Weller, Bob
Downey, Bob - Woods, Pearce
Turner, Eunice - Burdick, Earl
Hively, Gerald
Klein, Gene - Pearson, Ron
Huddleston, Rex - Rosenthal, George
Doheny, Wm - McAfee, Ernie
Gough, P.G. - E. Forbes-Robinson - Hanford, Harry
Edgar, John - McAfee, Jack - Jones, Harry
Kent, Arthur E.
Bloom, Jerry J. - Kader, Jack
Stone, Walt
Parsons, Reg. - Mourning, Jim
Forde, Wells, E.A.
Hudson, Ronald
Whelchel, Jack L.
Johnson, Dale
Patterson, Dean W.
Puckett, Joe
Boyd, Dr. Edward - DeOlivera, Hank
Mauck, Harold R. - Shaw, Clark — Chartier & S
Mayer, Harvey
Betes, Manuel — Bates
Evans, Art
Tunison, Jim
Hosch, Martin
Lancaster, Chet - Long, Tony
Scott, William A. - Scott, Linda T.
John, Edgar - McAfee, Jack — Ferrari
Jacobsen, L. P.
Tomerlin, Ed
Morrow, Harry
Rowley, William N. - Bashor, Merle — Cou
Critchlow, Ces
Firestone, James R.
Butler, Hal - Dillaway, Geo. - Davis, Mary
Cooper, Gordon H.
Carson, James D.
Brero, Louis
Cleaver, Frank - Robinson, John
Alcazar, Chuy
Boyles, Richard
Scuderia Adelante - Mullins, Stan - Hanney, Henry
Rosan, Jose Jr. - Yedor, Cy
Bucklein, Stan
Aldhous, Frank
Treichler, Harald R.
Watkins, Wm. M.
Sanders, Mark
Rourke, Michael
Bythiner, Klaus F.L.
Thompson, Louis
Scuderia, Excelsior
Prentice, Frank - Menefee, Bob
Menefee, Bob - Curland, Bob — Au
Blank, O. Jene - Louden, Bill
Miller, Paul J. Jr.
Turner, W. R. — Porsc
Breskovich, Jack — Aus
Gurney, Daniel
Evans, Harrison
Kudler, Robert
Feuerhelm, Duaner
Royer, Don
Irvin, Hugh I Jr.
Ives, Ennals W. Jr.
Settember, Tony - Hummel, Harian
Campbell, Frank
Troutman-Barnes - Daigh, Chuck — Troutm
McCroskey, Michael - Pickeit, Heney — Porsche
Hardy, Lyle L.
Sinclair, S.L.
Piercy, Robert - Stone, Walt
Dredge, Bill - Dredge, Steve
Playan, Marion J. - Mauser, Bob — M
Robinson, John
Kretz, Ed
Johnson, Jack - Baker, Charles
Miller, Leon
Baker, Thomas
McHenry, Troy Dr. - Trevett, Geo. — Tr
Jamieson, Tommy - Eschrich, Wm. Dr.
Crow, Jim, Pattison, Bob
Eschrich, Wm. F. Dr.
Gough, P.G. - Parkinson, Jim - Brigham, Bob
Bloemendaal, Gilbert
Harris, James C. - Evans, Harrison
Menagerie, Aardvark - Porter, John
Brunner, Mark J.
Roberts, Donald O. - Gebhart, Arthur
Seage, Richard M. - Vasnum, Frank
Shillam, Dennis S. Dr.
Buell, Temple - Collins, Dobney
LeMay, Alan - LaFleur, James K.
Crouzet, Francois - Kite, Harry
Crouzet, Francois - Kite, Harry — P
Rompell, Shay — Se
Williamson, John - McLaughlin, John - Peterson, James
Williamson, John, Cleye, Rudy, Hall, Larry
Wilcox, Art - Will, Bob
Kretz, Ed — M
Allen, Raymond S.
Bicknell, Ralph L. - Smith, Colin W.
Morrow, Harry - Varney, Art — Trimax
Reed, Larry - Bamford, Tom
Brigandi, Karl Dr. - Clark, Carmela
Klein, Gene - Pearson, Roy
Street, Ruth C.
Taylor, Samuel E. - Dougan, Damon - Taylor, Norah
Bonenberger, Harry
Miller, Norris "Dusty"
Aarons, Gerald
Buell, Temple - Radensky, Dave
Hackman, James G.

— Torrey Pines Road Race Entries —

FOR SATURDAY'S SIX-HOUR RACE

Entrant — Driver	Make Model	CC	P-M-S/chg	Class	Race	Hometown
Tilp, Geo. - Hill, Phil - O'shea, Paul	Mercedes Bentz 300SL	2996	P	D		Union, New Jersey
Yarter, Ned - Hoppe, Dr. H. C.	Arnolt Bristol	1971	P	E		La Crescenta
Friedauer, Bill	Porsche	1488	P	F		Glendale
Bucklers, Erick - Ginther, Richie	Porsche S. Spdster	1488	P	F		Hollywood
Berry, Paul - Willett, Robert - Dort, Jack	Arnolt Bristol	1971	P	E		Hamburgo, Mexico C.
Van Beuren, Fred	Ford-DeSoto Spc.	4842	M	C		Kentfield
Orr, James	Devin Panhard	745	M	H		North Hollywood
Blackwell, Carlyle Jr.	Jaguar XK120C	3442	M	C		Hollywood
Reventlow, Lance - Kessler, Bruce	Mercedes Benz 300SL	2996	P	D		Hermosa Beach
Barker, Ed - Drake, Bob	Porsche Super Spdster	1488	P	F		Los Angeles
Gough, P. G. - Miles, Ken - Yedor, Cy	MGA	1489	P	F		Redondo Beach
Lumkin, J. E. - Snider, J. E.	MGTF	1250	P	F		Los Angeles
Dredge, Steve - Dredge, Bill	MG TC	1250	P	H		Los Angeles
Duff, Jack - Parker, F. E.	Panhard Spc.	748	M	F		El Centro
Will, Robert - Wilcox, Art	MGTD	1250	P	E		Los Angeles
McEachen, Dr. J. A.	Doretti	1991	P	F		Los Angeles
Raville, Clarence - Ferrell, John W.	Riveria Spec. MGTC	1466	M	B		Torrance
Morgensen, R. L.	Morgenson Spc.	5250	M	B		Phoenix
Murphy, Bill - Stroppe, Bill	Kurtis Buick	5200	M	G		Culver City
Buell, Temple	Aborth	1098	M	E		Denver, Colorado
Dillaway, George - Drake, Bob	Tr2	1991	S	C		Redondo Beach
Woodard, Fred - Erb, Harold	Jaguar Spec.	3750	M	D		La Habra
Knowe, Bill - Pierson, Thomas	Triumph	2500	M	D		Inglewood
Douglas, Jack - Pickford, Bill	Jaguar	3442	M	D		Hollywood
Savin, Ed - Aker, Bob	Morgan Plus 4	1992	M	D		Los Angeles
Gough, P. G. - Pringle, William - Jackson-Moore, Roy	Austin Healey "100"	2660	M	C		Los Angeles
Lozano, Ignacio - Chamberlain, Jay	Jaguar	3442	P	D		Los Angeles
Spencer, J. Lewis - Peterson, Ralph	MGTC	1250	P	D		Mar Vista
Ovale, Kiell - Gillespie Brero, Louis	Lancia V-6 Spyder	2451	P	E		San Francisco
Hall, Terry	Ferrari V-12 Spyder	1985	M	C		Pacific Palisades
Downey, Bob - Woods, Pearce	Jaguar	3442	M	F		Whittier
Huddleston, Rex - Rosenthal, George	Lolus MK IX	1466	M	H		Anaheim
McAfee, Ernie	Moretti	748	M	F		Los Angeles
Gough, P. E. -Forbes-Robinson, E. - Hanford, Harry	MGA	1489	P	F		Los Angeles
Edgar, John - McAfee, Jack - Jones, Harry	Porsche "550" Spyder	1498	M	E		Sherman Oaks
Parsons, Reg - Mourning, Jim	Morgan Plus 4	1991	P	F		Woodland Hills
Johnson, Dale	Porsche Super Speed	1488	P	H		Redondo Beach
Patterson, Dean W.	Crosley Spec.	749	M	F		San Diego
Boyd, Dr. Edward - DeOlivera, Hank	MGTD Spec.	1288	M	G		Newport Beach
Mayer, Harvey	Devin Panhard	745	S/chg	G		Costa Mesa
Betes, Manuel	Betes Seitried Panhard	850	M	F		Hawthorne
Evans, Art	MG Spec.	1450	M	H		Pasadena
Lancaster, Chet - Long, Tony	Crosley Spec.	748	M	F		Hermosa Beach
Scott, Wm. A. - Scott, Linda	MG TD	1466	M	C		Pacific Palisades
Rowley, Wm. N. - Bashor, Merles S.	Nardi Chevy Coupe	4000	M	F		Glendale
Butler, Hal - Dillaway, Geo.	MG TF	1466	P	C		Hermosa Beach
Cleaver, Frank - Robinson, John	Jaguar XK120NC	3442	P	H		Sherman Oaks
Mullin, Stan - Manney, Henry	D-B Panhard	745	M	D		Los Angeles
Menefee, Bob - Curland, Mel	Austin Healey	2660	P	F		Glendale
Feuerhelm, D. R.	MG TC	1250	P	B		Burbank
Ives, Ennals W.	Allard J2X	5428	M	D		Palmdale
Piercy, Robert - Stone, Walt	Austin Healey	2660	P	F		Los Angeles
Dredge, Bill - Dredge, Steve	Singer	1497	P	F		Los Angeles
Playan, Marion - Mauser, Bob	Playan Spec.	1466	M	E		Culver City
Jamieson, Tommy - Eschrich, Dr. Wm.	Simca	745	M	H		Burbank
Gough, P. G. - Parkinson, Jim - Brigham	MGA	1489	P	F		Los Angeles
Harris, James C. - Evans, Harrison	MG TF1500	1466	P	F		El Segundo
Aardvark, Menagerie - Porter, John	Aardvark Panhard	745	M	H		Newport Beach
Roberts, Don O. - Gebhart, Arthur F.	MG TF	1250	P	F		Pasadena
Seage, Richard M. - Varnum, Frank	Triumph	1991	P	E		Long Beach
Buell, Temple - Collins, Dabney	Ferrari 45	4500	M	D		Denver, Colorado
Crouzet, Francois - Kite, Harry A.	D.B. Panhard	745	M	H		Los Angeles
Williamson, John - McLaughlin	Arnolt-Bristol	1971	P	E		Los Angeles
Wilcox, Art - Will, Bob	MG 1500	1497	P	F		Canoga Park
Bicknell, Ralph - Smith Colin W.	Austin Healey 100	2660	P	D		Camp Pendelton
Buell, Temple - Radinsky, Dave	Abarth-Osca			G		Denver, Colorado

FOR SUNDAY'S SIX SCHEDULED RACES

Bamford, Tom	Allard-Cad	4500	M	C	6	Woodland Hills
Tilp, Geo.; Hill, Phil; O'Shea, Paul	Mercedes Benz 300SL	2996	P	D	2	Union, New Jersey
Kessler, Bruce	Cooper IX JAP	500	M	III	5	Beverly Hills
Jones, Harry	Moretti Coupe	748	M	H	4	Glendale
Yarter, Ned H. and Hoppe H. C. Dr.	Arnolt-Bristol	1971	P	E	3-2	La Crescenta
Feuerhelm, Duane R.	Home Built Jap	500		III	5	Burbank
Wheeler, Howard L.	Porsche Spdst.	1488	P	F	1	Van Nuys
Kagan, Myron E.	Austin Healey "100"	2660	P	D	2	Los Angeles
Friedauer, Bill	Porsche Super Spdst.	1488	P	F	1	Glendale
Sawyer, Robert H.; Pat Sawyer	Frazer-Nash "Lemons"	1971	M	E	6-3	Hemet
Bucklers, Erich	Porsche Spdst.	1488	P	F	1	Hollywood
Cleye, Rudy W.	Arnolt-Bristol	1971	P	E	2	Los Angeles
Berry, Paul - Willett, Robert - Dort, Jack	Arnolt Bristol	1971	P	E	2	San Diego
Burnap, Arkell	Austin-Healey	2660	P	D	2	Los Angeles
Tebben, Charles John; Mike Murphy	Crosely Spec.	500		III	5	Long Beach
Van Beuren, Fred T.	Ford-DeSoto Spec.	4842	M	C	6	Hamburgo, Mexico C.
Orr, James A.	Devin Panhard	745	M	H	4	Kentfield
Blackwell, Carlyle	Jaguar XK 120 "C"	3442	M	C	6	N. Hollywood
Lachman, Georges A.	MG TD	1250	P	F	1	Los Angeles
Gussenbauer, Wm.; Murphy, Bob	Lincoln-Merc.	4700	M	C	6	Long Beach
Reventlow, Lance; Kessler, Bruce	Mercedes Benz 300SL	2996	P	D	2	Hollywood
Tebben, Charles John; Shaw, Clark	Triumph TR-2	1991	P	E	2	Long Beach
Barker, Ed; Drake, Bob	Porsche Spdster.	1488	P	F	1	Hermosa Beach
Gough, P.G.; Miles, Kenneth H.; Yedor, Cy	MG "A"	1489	P	F	1	Los Angeles
Lumkin, J. E.; Snider, John E.	MC TD	1250	P	F	1	Redondo Beach
Carpenter, Gerald	Fiberglass, Home Built Merc.	4125	M	C	6	Solansa Beach
Dredge, Steve - Dredge, Bill	MG TC	1250	P	F	1	Los Angeles
Laughlin, Gary B. - Mayer, Harvey	Ferrari V-12	2992	M	D	6	Ft. Worth, Texas
Turner, Bruce	MG TD	1290	P	F	1	West Los Angeles
Flynn, Lee F.	Doretti - Sports	1991	P	E	2	West Los Angeles
Holbrook, Robert K.	Crosley Special	745	M	H		Los Angeles
Siakooles, Echo Mrs. - Frazier Lloyd M.	LMF Jap	500		III	5	Los Angeles
Scholtes, Rod	Austin - Healey "100"	2961	M	D	6	Van Nuys
Sutton, George E.	MG TD	1250	P	F	1	Oceanside
Duff, Jack - Parker, F.E.	Panhard Special	748	M	H	4	El Centro
Will, Robert - Wilcox, Art	MG TD	1250	P	F	1	Los Angeles
Karrel, Gordon	Volkswagen Sedan	1192	P	F	1	Van Nuys
Conroe, G. F. (Jerry)	MG "A"	1489	P	F	1	La Jolla
Poe, Elvin D. - Poe, Yvonne	Triumph TR-2	1996	P	E	3-	Los Angeles
McEachen, J.A. Dr.	Doretti	1991	P	E	2	Los Angeles
Raville, Clarence - Ferrell, John . Jr.	Riviera Special TC	1466	M	F	4	Torrance
Winters, Dr. Paul	Halliday-Renault Special	743	M	H	4	Long Beach
Morgensen, R. C.	Morgensen Special	5250	M	B	6	Phoenix
Murpdy, Bill - Stroppe, Bill	Kurtis-Buick	5200	M	B	6	Culver City
Buell, Temple	Aborth	1098	M	C	6	Denver, Colorado
Dillaway, George - Drake, Bob	Triumph TR-2	1991	P	E	2	Redondo Beach
Miles, Ken	MG Special	1466	M	F	4	Hollywood
Woodward, Fred Erb, Harold	Jaguar Special	3750	M	C	6	La Habra
Knowe, Bill - Pierson, Thomas	Triumph TR-2	2500	M	D	6	Inglewood
Douglas, Jack - Pickford, Bill	Jacguar "C"	3442	M	C	6	Hollywood
Freutel, Ed Jr. - Monise, Frank	MG Special	1466	M	F	4	San Marin
McHenry, Troy A. Dr.	Porsche Spydar "500"	1498	M	F	4	Los Angeles
Turner, W. R.	Porsche Spdstr.	1488	P	F	1	Los Angeles
Savin, Ed - Oker, Bob	Morgan Plus 4	1991	P	E	2	Los Angeles
Brigham, Robert	MG TF	1250	P	F	1	Los Angeles
Gough, P.G. - Pringle, Wm. B. - Jackson-Moore, Roy	Austin-Healey "100s"	2660	M	D	6	Los Angeles
Lozano, Ignacio - Chamberlain, Jay	Jaguar XK140MC	3442	P	C	2	Los Angeles
Gage, Raymond B. - McLaughlin, John	Austin Healey "100"	2660	P	D	2	Hollywood
Spencer II, Lewis J. - Peterson, Ralph	MG TC	1250	P	F	1	Mar Vista
Ovale, Kjell - Brero, L. - Gillespie, R.G.	Lancia Spyder	2451	P	D	2	San Francisco
Hall, Terry	Ferrari Spyder	1985	M	E	6	Pacific Palisades
VanLaw, Pete	MG TD	1250	P	F	1	Sherman Oaks
Weller, Bob	Jaguar XK 140MC	3442	P	C	2	Studio City
Downey, Bob - Woods, Pearce	Jaguar XK 120C	3442	M	C	6	Whittier
Turner, Eunice - Burdick, Earl	Austin Healey "100"	2660	P	D	3-2	Venice
Hively, Gerald	Jaguar XK 120	3442	P	C	2	Los Angeles
Klein, Gene - Pearson, Ron	Sweden) 444 Sedan	1414	P	F	1	Studio City
Huddleston, Rex - Rosenthal, George	Lotus MK IX	1466	M	F	4	Anaheim
Doheny, Wm - McAfee, Ernie	Ferrari-Monza	2999	M	D	6	Los Angeles
Gough, P.G. - E. Forbes-Robinson - Hanford, Harry	MG "A"	1489	P	F	1	Los Angeles
Edgar, John - McAfee, Jack - Jones, Harry	sche "550" Spyder	1498	M	F	4	Sherman Oaks
Kent, Arthur E.	Austin Healey	2660	P	D	2	Los Angeles
Bloom, Jerry J. - Kader, Jack	Hillman Husky	1265	P	F	1	Long Beach
Stone, Walt	MG TD	1280	P	F	1	Los Angeles
Parsons, Reg. - Mourning, Jim	Morgan 4	1991	P	E	2	Woodland Hills
Forde, Wells, E.A.	Mercedes Benz 300SL	2996	P	D	2	Los Angeles
Hudson, Ronald	Porsche "Speedster"	1498	P	F	1	Riverside
Whelchel, Jack L.	Jaguar XK120	3442	P	C	2	Sherman Oaks
Johnson, Dale	Porsche Super Speedster	1488	P	F	1	Redondo Beach
Patterson, Dean W.	Crosley Special	749	M	H	4	San Diego
Puckett, Joe	Triumph TR2	1991	P	E	2	Los Angeles
Boyd, Dr. Edward - DeOlivera, Hank	MG TD Special	1288	M	F	4	Newport Beach
Mauck, Harold R. - Shaw, Clark	Chartier & Shaw Special (MG)	1489	M	F	4	Long Beach
Mayer, Harvey	Devin Panhard	745	$/chg	G	4	Costa Mesa
Betes, Manuel	Bates & Seifried Panhard	850	M	G	4	Hawthorne
Evans, Art	MG Special	1450	M	F	4	Pasadena
Tunison, Jim	MG TC	1250	P	F	1	Lancaster
Hosch, Martin	Jaguar Roadster	3442	P	C	2	Riverside
Lancaster, Chet - Long, Tony	Crosley Roadster	748	M	H	4	Hermosa Beach
Scott, William A. - Scott, Linda T.	MG TD	1466	M	F	3-4	Pacific Palisades
John, Edgar - McAfee, Jack	Ferrari - Merico Spyder	4956	M	C	6	Sherman Oaks
Jacobsen, L. P.	MG NA	1089	$/chg	F	4	Pasadena
Tomerlin, Ed	Porsche Speedster	1488	P	F	1	Bakersfield
Morrow, Harry	J.B.S., JAP	500		III	5	Burbank
Rowley, William N. - Bashor, Merle	Coupe Nardi-Chevrolet	4000	M	C	6	Glendale
Critchlow, Ces	Jaguar XK 120M	3442	P	C	2	Laguna Beach
Firestone, James R.	Triumph TR-2	1991	M	E	6	Los Angeles
Butler, Hal - Dillaway, Geo. - Davis, Mary	MG TF1500	1466	P	F	1-3	Hermosa Beach
Cooper, Gordon H.	Alta Romeo-Nardi	2460	Formula Libre		5	Gardena
Carson, James D.	MG TD	1250	P	F	1	Sepulveda
Brero, Louis	Ferrari	4100	M	C	6	Arcata
Cleaver, Frank - Robinson, John	Jaguar XK 120MC	3442	P	C	2	Sherman Oaks
Alcazar, Chuy	MG TF	1466	P	F	1	Los Angeles
Boyles, Richard	MG TD	1275	P	F	1	Granada Hills
Scuderia Adelante - Mullins, Stan - Hanney, Henry	D-B Panhard	745	M	H	4	Los Angeles
Rosan, Jose Jr. - Yedor, Cy	Bristol Special	1998	M	E	6	Newport Beach
Bucklein, Stan	Nichols-Panhard	850	M	G	4	Los Angeles
Aldhous, Frank	Renault Sedan	748	P	H	1	Los Angeles
Treichler, Harald R.	DKW Sonderklasse	896	P	G	1	Studio City
Watkins, Wm. M.	Triumph TR-2	1991	P	E	2	Canoga Park
Sanders, Mark	MG TF1500	1466	P	F	1	Palos Verdes, Est.
Rourke, Michael	Beverly Hills	1290	M	F	4	Beverly Hills
Bythiner, Klaus F.L.	Allard J2X	5400	M	B	6	San Diego
Thompson, Louis	MG TD	1250	P	F	1	Van Nuys
Scuderia, Excelsior	Lotus MK9	1098	M	G	4	San Marino
Prentice, Frank - Menefee, Bob	MG TC	1466	M	F	4	San Fernando
Menefee, Bob - Curland, Bob	Austin-Healey "100"	2660	P	D	2	Glendale
Blank, O. Jene - Louden, Bill	Osca MT4	1286	M	F	4	San Bernardino
Miller, Paul J. Jr.	MG TD	1250	P	F	1	Arcadia
Turner, W. R.	Porsche "550" Spyder	1498	M	F	4	Los Angeles
Breskovich, Jack	Austin Healey "100"	2660	P	D	2	El Monte
Gurney, Daniel	Triumph TR-2	1991	P	E	2	Riverside
Evans, Harrison	Jaguar XK120C	3442	M	C	6	Los Angeles
Kudler, Robert	Jaguar XK120	3442	P	C	2	Los Angeles
Feuerhelm, Duaner	MG TC	1250	P	F	1	Burbank
Royer, Don	MG TD	1280	P	F	1	Altadena
Irvin, Hugh I Jr.	Jaguar XK140M	3442	P	C	2	San Diego
Ives, Ennals W. Jr.	Allard Cad	5428	M	B	6	Palmdale
Settember, Tony - Hummel, Harian	MG TC Special	1430	M	F	4	Ontario
Campbell, Frank	Simca Aronde	1221	P	F	1	Pasadena
Troutman-Barnes - Daigh, Chuck	Troutman-Barnes Special	4800	M	C	6	Hollywood
McCroskey, Michael - Pickeit, Heney	Porsche Super Speedster	1488	P	F	1	Sierra Madre
Hardy, Lyle L.	Hillman Husky	1265	P	F	1	Glendora
Sinclair, S.L.	MG TD	1250	P	F	1	Redondo Geach
Piercy, Robert - Stone, Walt	Austin-Healey	2660	P	D	2	Los Angeles
Dredge, Bill - Dredge, Steve	Singer SM1500	1497	P	F	1	Los Angeles
Playan, Marion J. - Mauser, Bob	MG Playan Special	1466	M	F	4	Culver City
Robinson, John	Jaguar XK120M	3442	P	C	2	Hollywood
Kretz, Ed	Triumph TR-2	2600	M	D	6	Monterey Park
Johnson, Jack - Baker, Charles	Panhard	850	P	G	1	Los Angeles
Miller, Leon	Singer SM1500	1250	P	F	1	Burbank
Baker, Thomas	MG TD	1497	P	F	1	Edwards
McHenry, Troy Dr. - Trevett, Geo.	Trojan-Sowers MKII	1486	M	F	4	Los Angeles
Jamieson, Tommy - Eschrich, Wm. Dr.	Simca-Crosley	745	M	H	4	Burbank
Crow, Jim, Pattison, Bob	Singer SM1500	1497	P	F	1	Hollywood
Eschrich, Wm. F. Dr.	Eschrich Special	1450	M	F	4	Burbank
Gough, P.G. - Parkinson, Jim - Brigham, Bob	MG "A"	1489	P	F	1	Los Angeles
Bloemendaal, Gilbert	MG TD	1250	P	F	1	Hollywood
Harris, James C. - Evans, Harrison	MG TF1500	1466	P	F	1	El Segundo
Menagerie, Aardvark - Porter, John	rsche Spyder 550	1498	M	F	4	Newport Beach
Brunner, Mark J.	MG TC	1290	P	F	1	Los Angeles
Roberts, Donald O. - Gebhart, Arthur	MG TF	1250	P	F	1	Pasadena
Seage, Richard M. - Vasnum, Frank	Triumph TR-2	1991	P	E	2	Long Beach
Shillam, Dennis S. Dr.	Porsche Super	1488	P	F	1	Pomona
Buell, Temple - Collins, Dobney	Ferrari 4.5	4500	M	C	6	Denver, Colorado
LeMay, Alan - LaFleur, James K.	Lotus Mark II	1466	M	F	4	Pacific Palisades
Crouzet, Francois - Kite, Harry	Panhard LeMans	745	M	H	1	Los Angeles
Crouzet, Francois - Kite, Harry	Panhard Sports Sedan	851	P	G	4	Los Angeles
Rompell, Shay	Special MK IV JAP	500	M	III	5	Venice
Williamson, John - McLaughlin, John - Peterson, James	Arnolt-Bristol	1971	P	E	2	Los Angeles
Williamson, John, Cleye, Rudy, Hall, Larry	Hillman Husky	1250	P	F	1	Los Angeles
Wilcox, Art - Will, Bob	MG TF1500	1497	P	F	1	Canoga Park
Kretz, Ed	Mercedes Benz 190SL	1897	P	E	2	Monterey Park
Allen, Raymond S.	Jaguar XK 140MC	3442	P	C	2	Canoga Park
Bicknell, Ralph L. - Smith, Colin W.	Austin-Healey "100"	2660	P		2	Camp Pendleton
Morrow, Harry - Varney, Art	Trimax (Harley Davidson)	750		III	5	Burbank
Reed, Larry - Bamford, Tom	Hillman Husky	1300	M	F	1	Los Angeles
Brigandi, Karl Dr. - Clark, Carmela	MG TF1500	1466	P	F	1-3	Garden Grove
Klein, Gene - Pearson, Roy	MG Special	1466	M	F	4	Studio City
Street, Ruth C.	Singer SM1500	1497	S	F	3	Ojai
Taylor, Samuel E. - Dougan, Damon - Taylor, Norah	MG TD	1250	P	F	1-3	Puente
Bonenberger, Harry	Triumph TR-2	1991	P	E	2	Hermosa Beach
Miller, Norris "Dusty"	MG Special	1466	M	F	4	Los Angeles
Aarons, Gerald	Jaguar TK120M	3442	P	C	2	Pasadena
Buell, Temple - Radensky, Dave	Aborth Osca	1098	M	G	4	Denver, Colorado
Hackman, James G.	MG TD	1250	P	F	1	Lawndale

Road Race Entries —

RDAY'S SIX-HOUR RACE

Make	Model	CC	P-M-S/chg	Class	Race	Hometown
	Mercedes Bentz 300SL	2996	P	D		Union, New Jersey
	Arnolt Bristol	1971	P	E		La Crescenta
	Porsche	1488	P	F		Glendale
	Porsche S. Spdster	1488	P	F		Hollywood
	Arnolt Bristol	1971	P	E		Hamburgo, Mexico C.
	Ford-DeSoto Spc.	4842	M	C		Kentfield
	Devin Panhard	745	M	H		North Hollywood
	Jaguar XK120C	3442	M	C		Hollywood
	Mercedes Benz 300SL	2996	P	D		Hermosa Beach
	Porsche Super Spdster	1488	P	F		Los Angeles
	MGA	1489	P	F		Redondo Beach
	MGTF	1250	P	F		Los Angeles
	MG TC	1250	P	H		Los Angeles
	Panhard Spc.	748	M	F		El Centro
	MGTD	1250	P	F		Los Angeles
	Doretti	1991	P	F		Los Angeles
	Riveria Spec. MGTC	1466	M	B		Torrance
	Morgenson Spc.	5250	M	B		Phoenix
	Kurtis Buick	5200	M	G		Culver City
	Aborth	1098	M	E		Denver, Colorado
	Tr2	1991	S	C		Redondo Beach
	Jaguar Spec.	3750	M	D		La Habra
	Triumph	2500	M	C		Inglewood
	Jaguar	3442	M	D		Hollywood
	Morgan Plus 4	1992	M	D		Los Angeles
	Austin Healey "100"	2660	M	C		Los Angeles
	Jaguar	3442	P	D		Los Angeles
	MGTC	1250	P	D		Mar Vista
	Lancia V-6 Spyder	2451	P	E		San Francisco
	Ferrari V-12 Spyder	1985	M	C		Pacific Palisades
	Jaguar	3442	M	F		Whittier
	Lolus MK IX	1466	M	H		Anaheim
	Moretti	748	M	F		Los Angeles
	MGA	1489	P	F		Los Angeles
	Porsche "550" Spyder	1498	M	E		Sherman Oaks
	Morgan Plus 4	1991	P	F		Woodland Hills
	Porsche Super Speed	1488	P	H		Redondo Beach
	Crosley Spec.	749	M	F		San Diego
	MGTD Spec.	1288	M	G		Newport Beach
	Devin Panhard	745	S/chg	G		Costa Mesa
	Befes Seitried Panhard	850	M	F		Hawthorne
	MG Spec.	1450	M	H		Pasadena
	Crosley Spec.	748	M	F		Hermosa Beach
	MG TD	1466	M	C		Pacific Palisades
	Nardi Chevy Coupe	4000	M	C		Glendale
	MG TF	1466	P	C		Hermosa Beach
	Jaguar XK120NC	3442	P	H		Sherman Oaks
	D-B Panhard	745	M	D		Los Angeles
	Austin Healey	2660	P	F		Glendale
	MG TC	1250	P	B		Burbank
	Allard J2X	5428	M	D		Palmdale
	Austin Healey	2660	P	F		Los Angeles
	Singer	1497	P	F		Los Angeles
	Playan Spec.	1466	M	E		Culver City
	Simca	745	M	H		Burbank
	MGA	1489	P	F		Los Angeles
	MG TF1500	1466	P	F		El Segundo
	Aardvark Panhard	745	M	H		Newport Beach
	MG TF	1250	P	F		Pasadena
	Triumph	1991	P	E		Long Beach
	Ferrari 45	4500	M	D		Denver, Colorado
	D.B. Panhard	745	M	H		Los Angeles
	Arnolt-Bristol	1971	P	E		Los Angeles
	MG 1500	1497	P	F		Canoga Park
	Austin Healey 100	2660	P	D		Camp Pendelton
	Abarth-Osca			G		Denver, Colorado

Y'S SIX SCHEDULED RACES

Allard-Cad	4500	M	C	6		Woodland Hills
Mercedes Benz 300SL	2996	P	D	2		Union, New Jersey
Cooper IX JAP	500	M	III	5		Beverly Hills
Moretti Coupe	748	M	H	4		Glendale
Arnolt-Bristol	1971	P	E	3-2		La Crescenta
Home Built Jap	500		III	5		Burbank
Porsche Spdst.	1488	P	F	1		Van Nuys
Austin Healey "100"	2660	P	D	2		Los Angeles
Porsche Super Spdst.	1488	P	F	1		Glendale
Frazer-Nash "Lemons"	1971	M	E	6-3		Hemet
Porsche Spdst.	1488	P	F	1		Hollywood
Arnolt-Bristol	1971	P	E	2		Los Angeles
Arnolt Bristol	1971	P	E	2		San Diego
Austin-Healey	2660	P	D	2		Los Angeles
Crosely Spec.	500		III	5		Long Beach
Ford-DeSoto Spec.	4842	M	C	6	Hamburgo, Mexico C.	
Devin Panhard	745	M	H	4		Kentfield
Jaguar XK 120 "C"	3442	M	C	6		N. Hollywood
MG TD	1250	P	F	1		Los Angeles
Lincoln-Merc.	4700	M	C	6		Long Beach
Mercedes Benz 300SL	2996	P	D	2		Hollywood
Triumph TR-2	1991	P	E	2		Long Beach
Porsche Sodster.	1488	P	F	1		Hermosa Beach
MG "A"	1489	P	F	1		Los Angeles
MC TD	1250	P	F	1		Redondo Beach
iberglass, Home Built Merc.	4125	M	C	6		Solansa Beach
MG TC	1250	P	F	1		Los Angeles
Ferrari V-12	2992	M	D	6		Ft. Worth, Texas
MG TD	1290	P	F	1		West Los Angeles
Doretti - Sports	1991	P	E	2		West Los Angeles
Crosley Special	745	M	H			Los Angeles
LMF Jap	500		III	5		Los Angeles
Austin - Healey "100"	2961	M	D	6		Van Nuys
MG TD	1250	P	F	1		Oceanside
Panhard Special	748	M	H	4		El Centro
MG TD	1250	P	F	1		Los Angeles
Volkswagen Sedan	1192	P	F	1		Van Nuys
MG "A"	1489	P	F	1		La Jolla
Triumph TR-2	1996	P	E	3-		Los Angeles
Doretti	1991	P	E	2		Los Angeles
Riviera Special TC	1466	M	F	4		Torrance
Halliday-Renault Special	743	M	H	4		Long Beach
Morgensen Special	5250	M	B	6		Phoenix
Kurtis-Buick	5200	M	B	6		Culver City
Aborth	1098	M	C	6		Denver, Colorado
Triumph TR-2	1991	P	E	2		Redondo Beach
MG Special	1466	M	F	4		Hollywood
Jaguar Special	3750	M	C	6		La Habra
Triumph TR-2	2500	M	D	6		Inglewood
Jacguar "C"	3442	M	C	6		Hollywood
MG Special	1466	M	F	4		San Marino
Spyder "500"	1498	M	F	4		Los Angeles
Porsche Spdstr.	1488	P	F	1		Los Angeles
Morgan Plus 4	1991	P	E	2		Los Angeles
MG TF	1250	P	F	1		Los Angeles
Austin-Healey "100s"	2660	M	D	6		Los Angeles
Jaguar XK140MC	3442	P	C	2		Los Angeles
Austin Healey "100"	2660	P	D	2		Hollywood
MG TC	1250	P	F	1		Mar Vista
Lancia Spyder	2451	P	D	2		San Francisco
Ferrari Spyder	1985	M	E	6		Pacific Palisades
MG TD	1250	P	F	1		Sherman Oaks
Jaguar XK 140MC	3442	P	C	2		Studio City
Jaguar XK 120C	3442	M	C	6		Whittier
Austin Healey "100"	2660	P	D	3-2		Venice
Jaguar XK 120	3442	P	C	2		Los Angeles
ro (Sweden) 444 Sedan	1414	P	F	1		Studio City
Lotus MK IX	1466	M	F	4		Anaheim
Ferrari-Monza	2999	M	D	6		Los Angeles
MG "A"	1489	P	F	1		Los Angeles
Porsche "550" Spyder	1498	M	F	4		Sherman Oaks
Austin Healey	2660	P	D	2		Los Angeles
Hillman Husky	1265	P	F	1		Long Beach
MG TD	1280	P	F	1		Los Angeles
Morgan 4	1991	P	E	2		Woodland Hills
Mercedes Benz 300SL	2996	P	D	2		Los Angeles
Porsche "Speedster"	1498	P	F	1		Riverside
Jaguar XK120	3442	P	C	2		Sherman Oaks
Porsche Super Speedster	1488	P	F	1		Redondo Beach
Crosley Special	749	M	H	4		San Diego
Triumph TR2	1991	P	E	2		Los Angeles
MG TD Special	1288	M	F	4		Newport Beach
r & Shaw Special (MG)	1489	M	F	4		Long Beach
Devin Panhard	745	S/chg	G	4		Costa Mesa
ates & Seifried Panhard	850	M	G	4		Hawthorne
MG Special	1450	M	F	4		Pasadena
MG TC	1250	P	F	1		Lancaster
Jaguar Roadster	3442	P	C	2		Riverside
Crosley Roadster	748	M	H	4		Hermosa Beach
MG TD	1466	M	F	3-4		Pacific Palisades
Ferrari - Merico Spyder	4956	M	C	6		Sherman Oaks
MG NA	1089	S/chg	F	4		Pasadena
Porsche Speedster	1488	P	F	1		Bakersfield
J.B.S., JAP	500		III	5		Burbank
Coupe Nardi-Chevrolet	4000	M	C	6		Glendale
Jaguar XK 120M	3442	P	C	2		Laguna Beach
Triumph TR-2	1991	M	E	6		Los Angeles
MG TF1500	1466	P	F	1-3		Hermosa Beach
Alta Romeo-Nardi	2460	Formula Libre		5		Gardena
MG TD	1250	P	F	1		Sepulveda
Ferrari	4100	M	C	6		Arcata
Jaguar XK 120MC	3442	P	C	2		Sherman Oaks
MG TF	1466	P	F	1		Los Angeles
MG TD	1275	P	F	1		Granada Hills
D-B Panhard	745	M	H	4		Los Angeles
Bristol Special	1998	M	E	6		Newport Beach
Nichols-Panhard	850	M	G	4		Los Angeles
Renault Sedan	748	P	H	1		Los Angeles
DKW Sonderklasse	896	P	G	1		Studio City
Triumph TR-2	1991	P	E	2		Canoga Park
MG TF1500	1466	P	F	1		Palos Verdes, Est.
Beverly Hills	1290	M	F	4		Beverly Hills
Allard J2X	5400	M	B	6		San Diego
MG TD	1250	P	F	1		Van Nuys
Lotus MK9	1098	M	G	4		San Marino
MG TC	1466	M	F	4		San Fernando
Austin-Healey "100"	2660	P	D	2		Glendale
Osca MT4	1286	M	F	4		San Bernardino
MG TD	1250	P	F	1		Arcadia
orsche "550" Spyder	1498	M	F	4		Los Angeles
Austin Healey "100"	2660	P	D	2		El Monte
Triumph TR-2	1991	P	E	2		Riverside
Jaguar XK120C	3442	M	C	6		Los Angeles
Jaguar XK120	3442	P	C	2		Los Angeles
MG TC	1250	P	F	1		Burbank
MG TD	1280	P	F	1		Altadena
Jaguar XK140M	3442	P	C	2		San Diego
Allard Cad	5428	M	B	6		Palmdale
MG TC Special	1430	M	F	4		Ontario
Simca Aronde	1221	P	F	1		Pasadena
Troutman-Barnes Special	4800	M	C	6		Hollywood
Porsche Super Speedster	1488	P	F	1		Sierra Madre
Hillman Husky	1265	P	F	1		Glendora
MG TD	1250	P	F	1		Redondo Geach
Austin-Healey	2660	P	D	2		Los Angeles
Singer SM1500	1497	P	F	1		Los Angeles
MG Playan Special	1466	M	F	4		Culver City
Jaguar XK120M	3442	P	C	2		Hollywood
Triumph TR-2	2600	M	D	6		Monterey Park
Panhard	850	P	G	1		Los Angeles
Singer SM1500	1250	P	F	1		Burbank
MG TD	1497	P	F	1		Edwards
Trojan-Sowers MKII	1486	M	F	4		Los Angeles
Simca-Crosley	745	M	H	4		Burbank
Singer SM1500	1497	P	F	1		Hollywood
Eschrich Special	1450	M	F	4		Burbank
MG "A"	1489	P	F	1		Los Angeles
MG TD	1250	P	F	1		Hollywood
MG TF1500	1466	P	F	1		El Segundo
orsche Spyder 550	1498	M	F	4		Newport Beach
MG TC	1290	P	F	1		Los Angeles
MG TF	1250	P	F	1		Pasadena
Triumph TR-2	1991	P	E	2		Long Beach
Porsche Super	1488	P	F	1		Pomona
Ferrari 4.5	4500	M	C	6		Denver, Colorado
Lotus Mark II	1466	M	F	4		Pacific Palisades
3 Panhard LeMans	745	M	H	1		Los Angeles
Panhard Sports Sedan	851	P	G	4		Los Angeles
Special MK IV JAP	500	M	III	5		Venice
Arnolt-Bristol	1971	P	E	2		Los Angeles
Hillman Husky	1250	P	F	1		Los Angeles
MG TF1500	1497	P	F	1		Canoga Park
Mercedes Benz 190SL	1897	P	E	2		Monterey Park
Jaguar XK 140MC	3442	P	C	2		Canoga Park
Austin-Healey "100"	2660	P		2		Camp Pendleton
rimax (Harley Davidson)	750		III	5		Burbank
Hillman Husky	1300	M	F	1		Los Angeles
MG TF1500	1466	P	F	1-3		Garden Grove
MG Special	1466	M	F	4		Studio City
Singer SM1500	1497	S	F	3		Ojai
MG TD	1250	P	F	1-3		Puente
Triumph TR-2	1991	P	E	2		Hermosa Beach
MG Special	1466	M	F	4		Los Angeles
Jaguar TK120M	3442	P	C	2		Pasadena
Aborth Osca	1098	M	G	4		Denver, Colorado
MG TD	1250	P	F	1		Lawndale

• Checkered Flag

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Amateur Purist-Pro Beef Continues . . . Watch Those Volkswagens Roll Now

By Art Lauring

Los Angeles Times Columnist

WHILE THE RECENT Willow Springs professional road race is a thing of the past, controversy still rages between "amateur purists" and the lads who want to compete for currency of the realm.

The show, produced by Bill White, was disappointing from the aspect of profusion and types of entries. About 57 sportsters, ranging from familiar MGs, TR2s, Jags and Austin-Healeys, to odd, somewhat esoteric backyard machinery tilted in a seven-card hassle over the twisting, climbing 2-plus mile Kern County desert course. The track layout itself is a chiller and can provide enough hair-raising action for the most sanguinary spectator or participant.

It is to the credit of the drivers that the races were conducted sans bruises, broken bones or battered machinery. Actually the speeds pegged by class winners were fairly slow—63-plus mph for the victor of one so-called "main" event.

GARRETT WAS ON THE BEAM

Top interest was stirred by a battle twixt Midget single-seaters which were specially modified for the course. Billy Garrett, last year's URA champion, won his purse by demonstrating a virtuoso's touch with the diminutive, treacherous bugster.

It would have been an interesting meet to attend had there been more "pro" talent, of Garrett's calibre, driving class A imported machinery.

There is a future in professional sports car racing provided programs feature chauffeurs like Mantz, Stevenson, Faulkner and Hanks tooling Ferraris, Maseratis, Mercedes SLs, D-Jags and other potent equipment.

With such talent competent promoters could attract beaucoup cash customers, thereby creating a new and highly-desired racing era for this country. But aside from drivers and squatsters, professional racing requires good track layouts located conveniently to centers of population.

Meanwhile the advent of professional racing could co-exist, nicely, with club-sponsored amateur event. After all, professional and scholastic football nicely progress, each to its own—why not sports car road racing?

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NEW VOLKSWAGEN FLOOD CERTAIN

PARTS BIN: Now that Volkswagen has bought the Studebaker-Packard assembly plant at New Brunswick, N.J., for a trifling $4,000,000 it means that this country can expect a veritable flood of the tiny, rear-engined squatsters.

Dr. Heinz Nordhoff, director general of VW, recently stated that he expected to produce over a quarter-million cars per annum for the Yankee market! No matter how one looks at this "invasion" it adds up to the fact that VW is helping to fill the gap left by the Model T Ford. And it also means that VW is now big business. Pursuing this interesting reflection to the obvious, it could indicate that the VW factory will take a cold, calculating look at the rather childish and petulant manner with which certain distributors conduct their operation.

Methinks that back-biting, studied disregard of dealers' needs and a deliberately insulting attitude toward the public in general has no place in any properly organized corporation whose object is to sell its product despite formidable Detroit-inspired competition.

And once VW production begins to reach the saturation level (which it will doubtlessly attain within a twelfth-month) Herr Nordhoff will desperately require representatives who are popular and acceptable.

Regulations for Feminine Drivers

According to the Women's Sports Car Club feminine drivers shall make it their duty to present a neat appearance.

For safety reasons, she shall be properly attired in either coveralls or slacks that fully cover the legs. Upper clothing shall cover the shoulders.

Shoes must be worn.

How about boots?

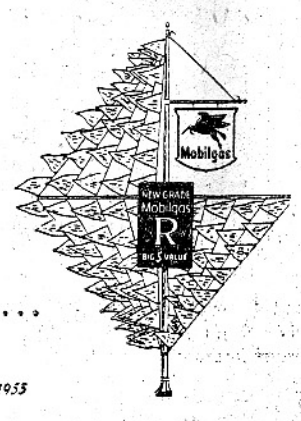
Classified

Classified ad column in next issue. Sell or trade that car. Rates are 10c per word. $2 minimum per ad. **CASH** must accompany all orders. Copy 10 days in advance of publication date. Next publication date: Nov. 4. **MOTORACING**, 8826 Sunset Blvd., Los Angeles 46. CRestview 6-7165.

Never at any time in Western automotive history has one gasoline meant so much to so many--an entirely new grade Mobilgas that sells at the price of regular!

New grade Mobilgas is especially made for the 3,200,000 Western owners of pre-1955 Chevrolet, Ford, Plymouth, Dodge, Studebaker, Nash, Hudson, and many others who want mileage and are tired of having their cars knock and run rough on ordinary regular.

†Octane Tower refining plus Mobil Power Compound produces this gasoline that gives 8 out of 10 owners of most pre-1955 cars smooth, knock-free mileage.



Look for this sign . . .

† *General Petroleum's thermofor catalytic reformer—Copyright 1955*

• Bench Racing

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BOUQUET FOR CSCC . . . CRANK FOR JOHN . . . HILL GOING GREAT . . WATCH THAT NOISE

By Gresvick Von Kneissel

AN APPROPRIATE way, I think, to start this column would be to throw a large bouquet to the CSCC for the impressive job they did in putting on the 4th running of the Santa Barbara Road Races. The SCCA would do well to take heed of the smoothness and efficiency demonstarted by its southland rival.

Probably as exciting a race as has ever been witnessed by your reporter was the over-1500cc modified event on Saturday. The dice between the three Ferraris driven by McAfee, Hill and Miles was a veritable duel of the giants, and I am sure that Ernie McAfee could write volumes on "How it feels to have Phil Hill breathing down your neck"—probably fill his pen with cold sweat to write it, too. Ernie really earned that trophy. Speaking of that particular race. I think Mr. Miles is even fonder than ever of MGs after tooling about a short course in Tony Parravano's big Ferrari roadster. Deuced powerful these Italian machines, what?

GOLD-PLATED CRANK

I hear via the jungle telegraph that after Sunday's under 1500 main Miles presented his arch rival, John von Neumann, with a gold-plated crank for starting his Spyder. Should be lighter than a self-starter provided, of course, that the gold-plate isn't too thick.

* * *

The news floated back from Wisconsin that Phil Hill won the main event at Elkhart Lake in great style. This is just one more victory for Phil, certainly one of America's finest drivers. However, it is nice to hear after his bad luck at Santa Barbara that Phil's close friend, Richie Ginther, is also doing right well, and deserves a pat on the back for the beautiful performance he turned in at Santa Barbara in an improperly-geared Porsche Spyder.

VEDDY BRITISH

Seen at Warren Olson's sports car service was one of our distinguished Contest Board members, J. Stanley Mullins, Esq., looking veddy ol school tie in a British tweed golfing cap. Thought for an instant he was a spy from SCCA. Warren, who prepares such cars as the Baldwin Spl. and Mullins' D.B., a consistent class winner, is moving to his new location on So. Robertson Blvd. in the near future.

* * *

The first of the new Lotus Mk. IXs has arrived in L. A., and has been delivered to George Buchanan. I expect to see George and his lovely wife, Myra tooling around the track in it very soon.

It seems that in Palm Springs during the races the noises emanating from various cars peeling out of the Doll House and the Chi Chi late at night have aroused the animosity of the townspeople. Next time let's keep it down to a dull shriek. The Springs is one of our best courses, and I am sure that no one wants to lose it through the protests of irate residents.

Nobody seems to have noticed the fine job done by the late and beloved Pappy Pedigo in his MG V8 60 at Santa B, so this appears to be an appropriate time to deliver kudos. [illegible] way, be on the lookout for J. P. Kunstle when he starts drivng his Porsche Spyder. If he can beat large displacement cars with a stocker —well, need I say more?

ALONG THE CSCC NEWS FRONT

(Continued from Pages 4-5)

tor, are intended to prevent any competition from running a hollowed out starter or generator, thereby simultaneously saving weight and defeating the intent of all "road" sports cars. These regulations are certainly not meant to discriminate against any competitor because of temporary mechanical inoperation.

Car No. 50 demonstrated at technical inspection, on Saturday, on Sunday morning and after the 1500 cc modified race on Sunday afternoon, upon demand of the protestee, the mechanical operation of such equipment. The race judges feel that this performance shows that Car No. 50 fulfills the requirements of a sports car as laid down in the Western Conference rules. The race judges also feel that it is not the intent of the regulations to deprive a skillful driver and otherwise well prepared car of a victory through a mere technicality.

It is also to be noted that it has been observed that many cars have been push started in the past without perceptible complaint even when they have been so propelled into motion as the rest of the field is moving off the starting grid.

It is felt, therefore, that there is no valid reason why the decision of the race judges to disallow your protest should be changed.

* * *

From: Competition Motors—Dealer Bulletin No. 12—September 21, 1955.

SPORTS CAR CLUB MEMBERSHIPS: We would like to bring to your attention the following matter:

Some of the Sports Car Clubs have proven through their activities, that they are unfavorably disposed to our products, which can be plainly shown by scrutiny of their communication media. Some of their actions and utterances have proven detrimental to the sale of our products, and we therefore suggest that our dealers, including their employees, refrain from becoming members of such organizations, and at the same time vigorously discourage their customers from becoming members or retaining their memberships in such organizations.

However, we wish to point out, in contrast to the above, one organization which has in the past always been fair and impartial with all makes of automobiles, and which has proven to be most cooperative with our organization. We refer specifically to the Sports Car Club of America, Inc., a non-profit organization and the only internationally recognized American Club active in racing events throughout the United States. It is suggested, therefore, that if the dealers of our organization and their employees wish to actively participate in Sports Car Club Activities, that the aforementioned club be seriously considered for membership. Requirements for application blanks may be called into this office, and we will see that these forms are promptly dispatched.

* * *

(Incidentally 5 out of the 12 members of the Board of Governors drive cars of this German Mark.)

D. Tryplex

RALPH DE PALMA, racing great of yesteryear, chats with Cy Yedor, right, holding the familiar Flying Red Horse General Petroleum flag. Cy is teamed with Ken Miles in one of the A model MGs in Saturday's six-hour enduro at Torrey Pines. De Palma is now in an executive capacity with GP.

FOREIGN CAR FIRM GIVEN HOT BLAST

NEW YORK, Oct. 21.—Executive committee of the National Imported Car Dealers Assocation has condemned the actions of representatives of a manufacturer of a foreign car who, the committee revealed, are seeking to invade the American market by using restrictive tactics that would outlaw the sale of other makes of cars.

NICDA disclosed that rank-and-file members have registered complaints they are being "pressured" into dropping valuable franchises under threat of losing the franchise to sell a low-priced, foreign-built car.

NICDA has been urged by dealer members to investigate possibilities of seeking recourse in the offices of the U. S. Attorney General and the Interstate Commerce Commission.

ERNIE McAFEE A POP FOR 1st TIME

Ernie McAfee, Beverly Hills, one of the top sports drivers in the country, was passing out cigars last week.

He became a papa for the first time Wednesday, Oct. 19, when his wife, Jean, presented him with a six-pound, 10½-ounce girl, Robin Jean, at Hollywood Presbyterian Hospital.

Both mother and daughter are doing fine.

Ernie had just returned from a fast trip to Paris, where he took in the big European Motor Exposition, where every car manufactured in the world, was displayed.

McAfee, a Sunset Blvd. foreign car dealer, also completed some business negotiations with the Ferrari people.

Send In Your Club News

What is doing among the many sports and foreign car clubs around town?

MOTORACING announces it will cover all club events possible.

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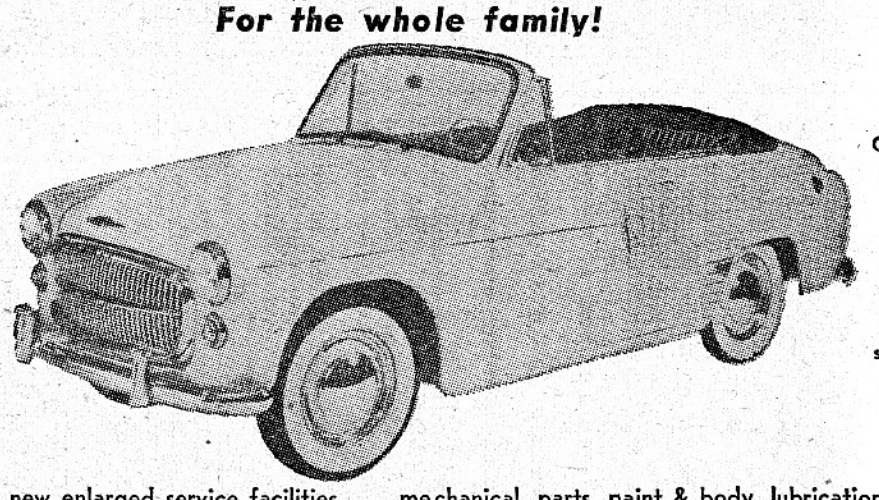

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WHAT'S A RALLYE?

By Buzz DeBardas

NO ONE SEEMS to know for sure when the first Rallye started, or why. However, I have an idea that, when the first two cars on earth were built, the owners got together and placed a small wager as who could accelerate from zero to 60 the fastest. The loser, learning that he had pitted his 32 cu. inches against a monstrous 640 inches dual overhead cam engine, had to place another wager with the big owner. This was based on the fact that his smaller, more easily-handled car, would come closer to running an average speed of 32 mph from point "A" to point "B". That is the way, I believe, that Rallies were started!

Well, we've come a long way since that time, and Rallies are becoming more popular than ever. They are enjoying their greatest growth right here in Southern California. Each month another of the local clubs runs a bigger Rallye than was run the month previous. The record to date is held by the Santa Monica Four Cylinder Club of America with 233 cars for one Rallye.

COMPETITIVE EVENT

For the benefit of the uninformed, a Rallye is a competitive event, usually put on by a sports car club and run by sports cars. The rules of the event are simple. A starting time and place are established. The cars, after meeting, are timed out of the starting line, one each minute. As they leave, the navigators are handed sets of instructions that look like this:

R. on Wilshire Blvd. Speed 23 mph. R. on Sepulveda Blvd. L. on Sunset Blvd. R. on U. S. 101 35 mph.

UP TO NAVIGATOR

[illegible] simply [illegible]serving his stop watch and comparing time against distance traveled, to determine if the car is running fast or slow. As they continue down the road, they come across a check-in point, which is just a spot on the ground where you will find a man with a watch and a flag. He will wave you in, record your actual time of arrival on your time card and then check you out minutes or so later. One of the big problems, of course, is not having the slightest idea of where the check-in point might be. The event may continue for three check points, or 10 check points, and may last as long as three hours or three days.

At the conclusion of the Rallye, you will find you have driven over more winding and dirty roads than even the map maker thought existed. You will have arrived at places where shoes are never worn and cars rarely seen. They run and hide when they see us coming. The interesting thing about it is that some of the places we get to are less than three hours from Los Angeles.

SCORING IS SIMPLE

Scoring to determine the winner is very simple. The car with the least total error at all check-in points is the winner, and receives a trophy. The larger Rallies will often have awards for the first 10 places. One thing that every competitor agrees on is that win, lose, or get lost, there isn't anything like a Rallye.

I'll get into navigation problems in one of the later issues of **MOTORACING.**

WATCH HIM—Phil Hill, Santa Monica, one of the greatest sports car drivers in the country today, bears plenty of watching this week-end at Torrey. Some experts are picking him and Paul O'Shea to snare the six-hour in George Tilp's 2996cc production Mercedes-Benz 300SL. Others scoff at this, claiming the MB will never hold up and that this model should never be compared with the potent Ferraris.

ACTION AMONG THE PRO BOYS

(Continued from Page 3)

SHORT STUFF—Service chap says he can't buy parts of a certain small car. Says the would-be vendor told him his orders were nix. Service chap specializes in another brand of small car . . . Nothing slow about Lance Reventlow. He surprised insiders by finishing a smashing second to Terry Hall at Salinas. He'll be rough with Bruce Kessler in that SL . . .

Rudy Cleye's Blarney Castle is becoming quite a drivers' rendezvous. Road Racing Register was set up there recently. They're the ones hot for the semi-pro route. Several promoters were keenly interested. RRR pattern coincided with style followed in Europe . . . How about cartoon suggestions? Send 'em in . . . Press pass gate at Torrey closes at 10:45 Saturday. Don't get shutout if you wanna get inside the track . . . And now, with a new sheet out, we can expect to hear from that professional letter-to-the-editor writer, Jay Gurey, the Main St. Philosopher . . . See you at Torrey-by-the-sea.

MORE ABOUT JOYCE WINFIELD

(Cont. from Page 1)

bad, we hear tell. All of this neatly encased in a frame that stands 5-3 1-2. Her peepers are green.

A native of Los Angeles, Joyce has posed for a number of national ads, appeared on five network TV shows and just recently represented the West Coast in the nationwide "Miss Exquisite Form" contest held in New York in connection with lingerie (plausible) and "Gentlemen Marry Brunettes."

Vibrant and p[illegible]ked with energy, when she's not Pimmcupping she's riding horseback, playing golf or basketball, going through calisthenics in her apartment (the address and phone number of which are &%&X—oh heck, why'd you spill that type, Mr. Printer?), or eating Sukiyaki and ice cream.

Joyce was so thrilled spinning around in the little Renault she says she wants to sail for one. Calling Johnny L. Green, Jr.

A LOOK AT THE SPORT

By Jim Mourning

WITH THE BIRTH of a new publication, it is perhaps appropriate that we take a quick look at the movement that spawned it. By this we mean road racing, for, although it isn't the only facet on the sports car gem, it is undeniably the one that focused attention on these little bombs and helped bring them into their present position in the U. S.

Road racing, of course, is about as new in this country as travelling salesmen jokes. America's first road race dates back to 1895 when a handful of cars, variously reported as five and 12, churned out of Jackson Park in Chicago and headed out over the snow-covered road to Evanston, some 52 tortuous miles away. America's first road racing victor was Duryea, who averaged a blistering 5.1 mph.

From this relatively inauspicious beginning, road racing gathered speed and put the roar into the Roaring Twenties before it began its decline. At its peak, crowds numbering in the hundreds of thousands were the rule rather than the exception.

U. S. TASTE SHIFTS

Unfortunately, American taste shifted to track spectacles and road racing faded from the scene until after the depression. Then a trickle of sports cars began arriving, bringing with them the germ of America's first really active road racing organization, the Automobile Racing Club of America.

Springing up on the East Coast, this group ran several successful events, climaxed with the New York Grand Prix on the World's Fair just before the second World War snuffed out the flickering flame of sports car competition.

When returning GIs brought with them an enthusiasm for the swift little cars they encountered in Europe, it started a movement that resulted in the amateur International Grand Prix at Watkins Glen on October 2, 1948. This was America's first postwar road race and the start of the sport as it is known today.

Closer to home, in the spring of 1950, 29 competitors and some 150-200 spectators trekked into the desert near Palm Springs to hold their first West Coast road race since the days when high wheeled monsters snorted along the roads at Santa Monica in 1915.

TERRIFIC CROWDS

At the present time, an entry list equalling the number of spectators at that first event is considered merely average. And the number of viewing fans has increased to as high as 35-45,000 in Southern California and 80-100,000 for such classics as Pebble Beach and Golden Gate in the North.

During 1950, there were only about five days of racing for enthusiastic drivers. Now, just five years later, plans call for some 20-25 days of amateur racing during the 1956 season.

But where does it go from here? With proper handling it can only continue to expand. It took four years for race attendance to hit 5-10,000, but in the last year alone the crowd at Santa Barbara, for instance, increased from 15,000 to 30,000. It would appear that the sport is only hitting its stride.

INTEREST GROWS

Barring a national catastrophe, the interest in sports cars will continue to increase. There are already about 150,000 imported cars in the United States and the figure continues to grow, so will the road racing movement.

Yes, what grew into a major sporting event once in this country looks as though it were well on the way to doing it again. And when it does, it may well be on a scale that would astound even the enthusiast of the Roaring Twenties.

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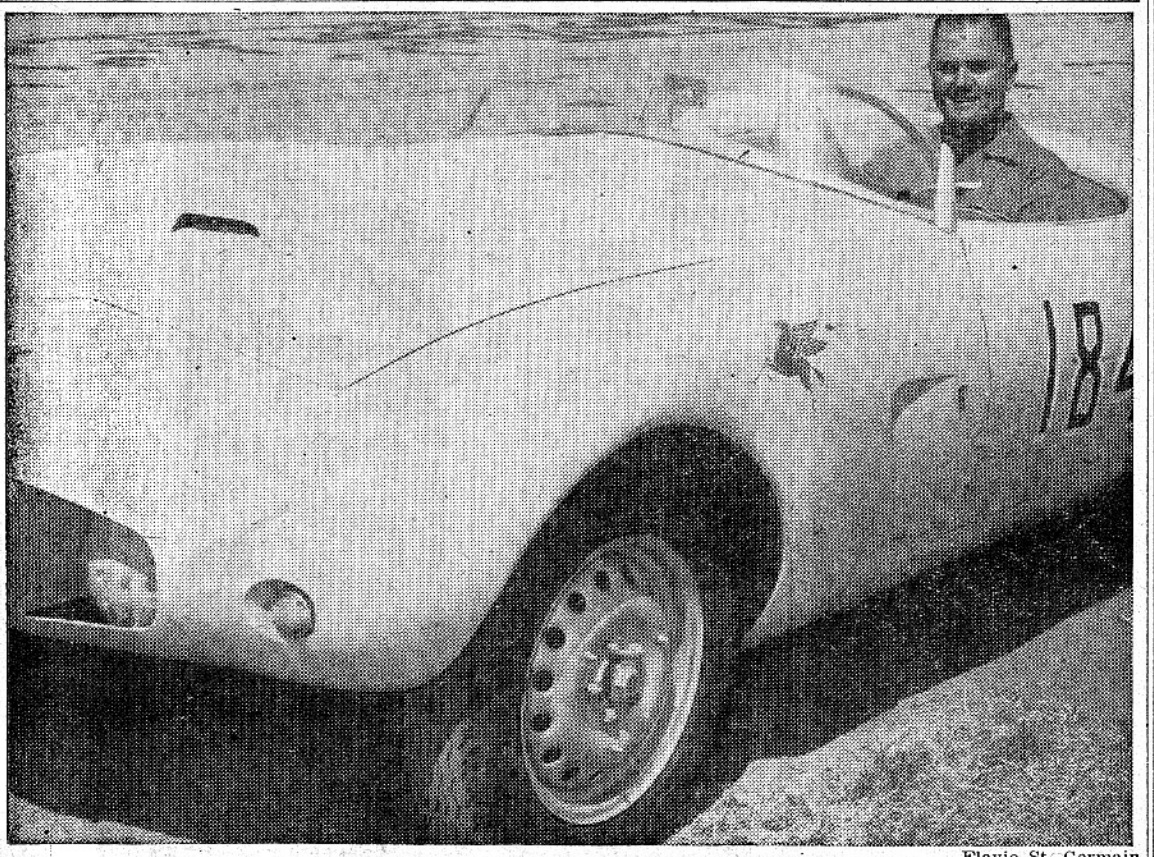

Flavio St. Germain

RUGGED DRIVER—One of the threats at Torrey Pines is Johnny McLaughlin, Duarte, the motorcycle champ, shown behind the wheel of Johnny Williamson's 1971cc production Arnolt Bristol. McLaughlin is now working for the popular owner of Williamson Motors, busy sports car headquarters. The car is slated to race both days, and Williamson also has entered a new Hillman Husky.

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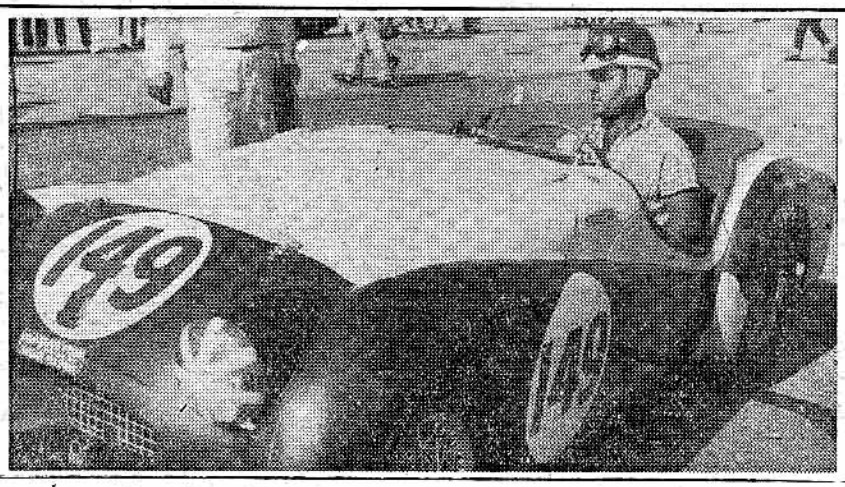

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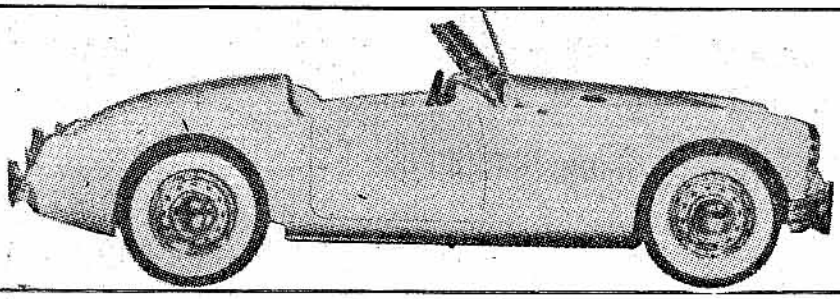

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